

*Withdrawn by Norman Brand after SLU Commission held public hearing*

Hawaii County Board of Supervisors Chambers  
Hilo, Hawaii

STATE OF HAWAII  
LAND USE COMMISSION

9:30 A.M.  
June 17, 1966

STAFF REPORT

A66-111 PARKER RANCH

Background

Parker Ranch has submitted a petition requesting a change of district boundary from agricultural to urban for lands situated at Waikoloa, South Kohala, Hawaii, described by TMK 6-7-01, portion of parcel 3. This 4.052 acre portion adjoins the northeast corner of the Kamuela Airport Road - Mamalahoa Highway junction.

Petitioner's reason for requesting the boundary change is stated as follows:

"This request for a change in usage is for the purpose of accommodating certain U-drive and car rental businesses, the proprietors of which have approached us with a view to leasing the property. According to these gentlemen, it is impossible for them to obtain area at the airport site, and the ever increasing volume of traffic at the Kamuela Airport is increasing their volume of business to the point where they cannot cope with it under existing conditions."

The Hawaii County Planning Commission recommends approval for the following reasons:

"1. The airport in Kamuela is presently surrounded by agricultural-zoned district and the applicant's request to change the boundaries will provide ancillary facilities to the airport. With the upsurge of tourism in Hawaii especially through the construction of Mauna Kea Hotel, the need for urban areas adjacent to the airport is warranted.

"2. A large area for urban use was prescribed by the Acting Director because he has requested that area be properly landscaped and be built with large amount of open space in event approval to change boundaries is granted."

Lands surrounding the subject area for a half mile are chiefly grazing or vacant lands and, of course, lands in airport use. This acreage has a cover of low-growing grasses interspersed with rocks. The soil belongs to the Waimea family, very shallow phase, averaging about eight inches over bedrock and is unsuited for machine cultivation because of stoniness. Practically all soils in this class are used for grazing. The site is fairly level and presently is vacant. Median annual rainfall for this area is 39 inches. The nearest Urban District is a mile to the north at Waimea.

#### Analysis

The present public parking facility at Kamuela Airport, which is approximately 0.6 acre in size, provides space for 60 automobiles. All stalls are for one-hour parking with the exception of three spaces which are reserved for ten-minute parking. In addition, there is one space reserved for Hertz U-Drive and a space for bus loading. The row of spaces

on the north side of the parking lot was predominantly occupied by U-drive cars on the day of the field investigation. Spaces closer to the terminal building are occasionally occupied by these cars. In addition, a grassy area beyond the northern boundary of the parking lot is used for parking limousines and rental cars. Directly fronting the freight building are twelve spaces presumably for freight transactions. Adjacent to this is a large grassy area designated for overnight parking.

A request for \$220,000 by the Airports Division of the Department of Transportation for miscellaneous improvements at Kamuela Airport was turned down by the Legislature. Among other things, this project provided for the expansion of automobile parking facilities with the acquisition of 1.5 acres of additional terminal area. Presently, the Airports Division plans to install 32 parking meters at Kamuela Airport to be put into operation within the next few months. These metered stalls would be the ones nearest the terminal building.

Only one of the two major inter-island airlines makes regular scheduled runs to Kamuela. There are two daily flights and one extra on Fridays and Sundays. Special flights occur on the average of about four a week. Royal Hawaiian Air Service has flights scheduled four times a day to Kamuela. In actual operation, however, these flights are flown only when there are sufficient passengers. Their aircraft takes up to five passengers. In addition to the operations described, there are occasional incoming flights by private aircraft.

From October 1965 to February of this year, a period encompassing the holiday seasons, inter-island revenue passenger traffic to Kamuela averaged 74 persons a day. For Kona Airport, during that same period, the average

was 237 persons a day. Kona Airport, with passenger traffic averaging over three times that of Kamuela, has only about 90 public parking stalls. However, it is recognized that parking facilities at Kona are grossly inadequate.

The Honolulu International Airport inter-island terminal area, serving both of the major inter-island airlines, has a total of 129 parking stalls.

These are assigned as follows:

46 stalls - U-drive, taxis, limousines

43 stalls - metered parking

36 stalls - 3-minute parking

4 stalls - State

129 stalls - Total (outside of central parking lot)

Car rental personnel report that about one out of five incoming passengers rent U-drive cars at Kamuela Airport. Theoretically, at this rate, there would be 15 cars rented out at Kamuela Airport on an average day at different times of the day. With provisions for reserve and weekend needs, the total rental automobiles required on a busier than average day would be about two dozen cars. Therefore, space requirement for U-drive cars would be less than half of the existing parking facility. The area proposed for urban districting to accommodate the U-drive and car rental businesses is 4.05 acres, which is far in excess of present needs. An area as proposed can accommodate about 400 cars, whereas the actual need would probably be less than 24 spaces. The petitioner has not indicated any reasons to justify its request for an area that can provide for 400 cars. The Hawaii County Planning Commission, in recommending approval of the petition, has not indicated any reasons to justify the petitioner's

request for an area that can provide for 400 cars although it has suggested the provision of a "large amount of open space." Allocation of two acres of the total four acres for open space would still provide for 200 cars as compared with an estimated requirement for less than 24 cars. There is no indication that the petitioner has investigated all other possibilities in resolving its problem with the Airports Division. Additional requirements for U-drive parking appears to be minimal in scope and far from being insurmountable.

Recommendation

The staff recommends disapproval of the petition since the petitioner has not substantiated the need for additional urban lands for U-drive and car rental businesses to warrant the four-acre change or any fraction thereof.